DaimlerChrysler AG

Patent claims

1. A method for operating a compression-ignition internal combustion engine having a cylinder, in which a combustion chamber is delimited between a piston and a cylinder head, an engine control device and a fuel feed device, in which method:
   - a quantity of fuel is metered in as a function of the operating point during a working cycle,

   characterized in that
   - the quantity of fuel which is metered in is injected into the combustion chamber in such a manner that
   - a position of the combustion center of gravity is at a defined crank angle position independently of the operating point of the internal combustion engine.

2. The method as claimed in claim 1, characterized in that a current position of the combustion center of gravity is determined as a function of a recorded pressure profile in the combustion chamber, the pressure profile in the combustion chamber preferably being recorded by means of a sensor.

3. The method as claimed in claim 1 or 2, characterized in that the current position of the combustion center of gravity is determined as a function of a crank angle position at which a maximum cylinder pressure is recorded in the combustion chamber.

4. The method as claimed in claim 1, characterized in that the current position of the combustion center of gravity is determined as a function of a fuel

injection duration, the start of fuel injection, a charge mass in the combustion chamber and the speed of the internal combustion engine.

5. The method as claimed in one of claims 1 to 4, characterized in that an exhaust gas recirculation quantity for setting a defined oxygen concentration in the combustion chamber is set as a function of the combustion center of gravity.

6. The method as claimed in one of claims 1 to 6, characterized in that the position of the combustion center of gravity is set by varying the start of the compression ignition or by varying the fuel injection.